

From: ["Franklin, Richard" <Franklin.Richard@epa.gov>](mailto:Franklin.Richard@epa.gov)
To: ["Fowlow, Jeffrey" <Fowlow.Jeffrey@epa.gov>](mailto:Fowlow.Jeffrey@epa.gov)
Date: 2/17/2019 9:39:23 PM
Subject: RE: topics to discuss tomorrow

Sounds good. Get some rest. We'll talk in the morning after my coffee and Dungeness Crab Eggs Benedict with Hollandaise Sauce.

From: Fowlow, Jeffrey
Sent: Sunday, February 17, 2019 8:27 PM
To: Franklin, Richard <Franklin.Richard@epa.gov>
Subject: Re: topics to discuss tomorrow

Ok. I'll text when we're done and we can speak then.

Sent from my iPhone

On Feb 17, 2019, at 8:10 PM, Franklin, Richard <Franklin.Richard@epa.gov> wrote:

Good questions all. Let's visit about this whenever you have time. As far as exit strategy - I think once the work plan going forward is stabilized and there's no emergent need for us and START we can go pending discussion with ODEQ. I imagine that we should be able to demob by Thursday. Wanna talk tomorrow after your 0700 briefing?

Richard

Sent from my iPhone

On Feb 17, 2019, at 6:00 PM, Fowlow, Jeffrey <Fowlow.Jeffrey@epa.gov> wrote:

Richard,

I appreciate that you let people know that I am the OSC out here, but I still look at this as your project and would like to pass some issues to you for us to discuss.

1. I've seen several different names for the site (Lindsey Lake Diesel Spill, Space Age Truck Spill, and several other iterations including references to MP number and "I-84". We've been using "Lindsey Lake Diesel Spill" for all ICS documents. The Fund Center has been using "Space Age...". Do you see this is a potential problem worth fixing? I could easily ask Fund Center to change the name on their documents but I'm not sure it's worth it. Opinion?
2. I think operations are going to be ongoing for up to another 2 weeks. Today, we hosed down a 5' wide area of heavily contaminated slope out of total width of 150'. NWFF believe they will dramatically increase the pace when they increase the number of pumps. Even if they increase the production to 30' per day, it'll still take 5 days to hose down snow. Then we have the lightly contaminated areas (another 450'?), the soil under the recently-hosed-down snow, and the potential need to explore the road base. We need to consider if/when we demobe. (b) (6) (b) (6) am more than willing to stay!), but if we go into next week, I'll have to clear it with management or we would need an OSC from another region. I think we could make a case to demobe after the snow in the heavily contaminated area is hosed down (another 3-4 days). The soil under that snow is likely to keep weeping diesel and the decision at that point will have to be whether to excavate or monitor and recover with absorbents.

3. START is funded through Thursday. Faye is joining us in Seattle next week. I

3. assume if we demobe, we would demobe START as well. Unless you want to extend START out here, I need to let NWFF know that they are going to have to start conducting their own air monitoring and let DEQ know we are concluding our sampling.

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